

EASTERN TOURS THROUGH THE **CANADIAN PACIFIC ROCKIES**



CANADIAN PACIFIC RAILWAY

Canadian Pacific Hotels

ON THE PACIFIC COAST

Empress Hotel, Victoria, B. C.

A luxurious hotel in this Garden City of the Pacific Coast. An equable climate has made Victoria a favorite summer and winter resort. Motoring, yachting, sea and stream fishing, shooting and all-year golf. Open all year. European plan. Facing wharf.

Hotel Vancouver, Vancouver, B. C.

The largest hotel on the North Pacific Coast, overlooking the Strait of Georgia, and serving equally the business man and the tourist. Situated in the heart of the shopping district of Vancouver. Golf, motoring, fishing, hunting, bathing, steamer excursions. Open all year. European plan. One-half mile from station.

IN THE ROCKIES

Hotel Sicamous, Sicamous, B. C.

Junction for the orchard districts of the Okanagan Valley, and stop-over point for those who wish to see the Thompson and Fraser Canyons by daylight. Lake Shuswap district offers good boating, and excellent trout fishing and hunting in season. Open all year. American plan. At station. Altitude 1,145 feet.

Glacier House, Glacier, B. C.

In the heart of the Selkirks. Splendid Alpine climbing and glacier exploring, driving, riding and hiking. Open June 15th to September 15th. American plan. 1½ miles from station. Altitude 4,086 feet.

Emerald Lake Chalet, near Field, B. C.

A charming Chalet hotel situated at the foot of Mount Burgess, amidst the picturesque Alpine scenery of the Yoho National Park. Roads and trails to the Burgess Pass, Yoho Valley, etc. Boating and fishing. Open June 15th to September 15th. American plan. Seven miles from station. Altitude 4,262 feet.

Chateau Lake Louise, Lake Louise, Alberta

A wonderful hotel facing an exquisite Alpine Lake in Rocky Mountains National Park. Alpine climbing with Swiss guides, pony trips or walks to Lakes in the Clouds, Saddleback, etc., drives or motoring to Moraine Lake, boating, fishing. Open June 1st to September 30th. European plan. 3½ miles from station by motor railway. Altitude 5,670 feet.

Banff Springs Hotel, Banff, Alberta

A magnificent hotel in the heart of the Rocky Mountains National Park, backed by three splendid mountain ranges. Alpine climbing, motoring and drives on good roads, bathing, hot sulphur springs, golf, tennis, fishing, boating and riding. Open May 15th to September 30th. European plan. 1½ miles from station. Altitude 4,625 feet.

THE PRAIRIES

Hotel Palliser, Calgary, Alberta

A handsome hotel of metropolitan standard, in this prosperous city of Southern Alberta. Suited equally to the business man and the tourist en route to or from the Canadian Pacific Rockies. Good golfing and motoring. Open all year. European plan. At station.

Royal Alexandra Hotel, Winnipeg, Manitoba

A popular hotel in the largest city of Western Canada, appealing to those who wish to break their transcontinental journey. The centre of Winnipeg's social life. Good golfing and motoring. Open all year. European plan. At station.

EASTERN CANADA

Place Viger Hotel, Montreal, Quebec

A charming hotel in Canada's largest city. Open all year.

Chateau Frontenac, Quebec, Quebec

A metropolitan hotel in the most historic city of North America. Open all year.

McAdam Hotel, McAdam, N. B.

A commercial and sportsman's hotel. Open all year.

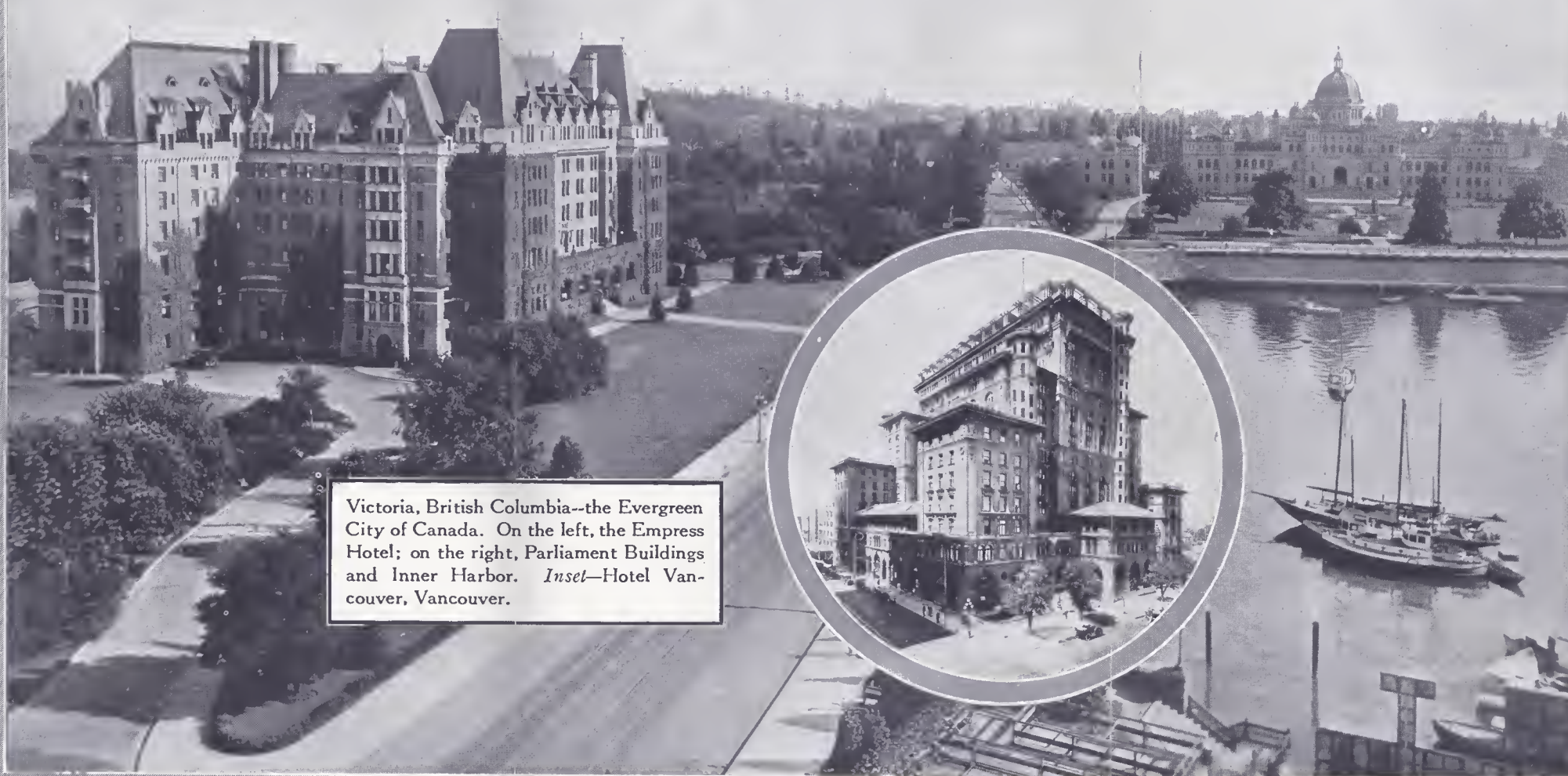
The Algonquin, St. Andrews, N. B.

The social centre of Canada's most fashionable seashore summer resort. Open June 28th to September 6th.

HOTELS AND BUNGALOW CAMPS REACHED BY CANADIAN PACIFIC

Moraine Lake, Alta.	Moraine Lake Camp
Banff-Windermere	} Storm Mountain Bungalow Camp Vermilion River Camp Sinclair Hot Springs Camp
Automobile Highway	
Hector, B. C.	
Hector, B. C.	Wapta Camp
Field, B. C.	Lake O'Hara Camp
Lake Windermere, B. C.	Yoho Valley Camp
Penticton, B. C.	Lake Windermere Camp
Cameron Lake, B. C.	Hotel Incola
Strathcona Lodge, B. C.	Cameron Lake Chalet
Kenora, Ont.	Strathcona Lodge
Nipigon, Ont.	Devil's Gap Camp
French River, Ont.	Nipigon River Camp
Digby, N. S.	French River Camp
Kentville, N. S.	The Pines
	Cornwallis Inn

EASTERN TOURS



Victoria, British Columbia--the Evergreen City of Canada. On the left, the Empress Hotel; on the right, Parliament Buildings and Inner Harbor. *Inset*—Hotel Vancouver, Vancouver.

EASTERN TOURS *through the* CANADIAN PACIFIC ROCKIES

THE discovery of a route for the Canadian Pacific Railway across the Rockies took twelve years, but never was labor better rewarded. The last spike connecting East and West was driven on November 7, 1885, and the millions who have since travelled along this wonderful highway, cut out of the precipitous cliffs of the Fraser Canyon, winding under the snow-capped peaks of three vast ranges, crossing and recrossing foaming torrents deep down below—these millions have one unanimous thought, that for sheer grandeur the route of the Canadian Pacific Railway is without rival.

It takes twenty-four consecutive hours on an express train to cross the Canadian Pacific Rockies. The wise man breaks his journey so that he can see it all by daylight, and to assist this praiseworthy intention the Canadian Pacific has constructed mountain hotels and rustic bungalow camps at convenient points along the line, where one may rest and perhaps spend some time exploring among the glaciers, riding on sure-footed ponies on the mountain trails, or climbing with experienced Swiss guides the peaks which challenge one's skill and courage.

After the Rockies come 900 miles of prairie—fertile farming land, producing the finest milling wheat in the world. Then a thousand miles of romantic forest and stream and rock; or, if you choose to vary the rail journey, you can take ship at Fort William across the Great Lakes and pass through Sault Ste. Marie to Lake Huron and eastern Ontario. Toronto, within easy reach of Niagara Falls: Ottawa, the capital of the Dominion: Montreal, under the shadow of Mount Royal: Quebec, the fortress city commanding the St. Lawrence—these are surely not to be passed by too quickly. Here we are on historic ground, of real interest to Americans as well as Canadians. For Quebec, in the old French Canadian days, and even later under the British flag, held sway over the great country south of the Great Lakes, with outposts on the Mississippi.

A stop-over of at least one day at each of the Canadian Pacific hotels in the mountains—Glacier House, Emerald Lake Chalet, Chateau Lake Louise and Banff Springs

Hotel—should be arranged if possible. All these are on the main transcontinental line.

Travelling through the Canadian Pacific Rockies during the summer is particularly delightful, because of the comparatively cool summer temperature in the mountains north of the international boundary line.

FROM CALIFORNIA

PASSENGERS from California have the choice of either a rail trip or a sea voyage, at slight additional cost, from San Francisco to Portland or Seattle.

To Victoria and Vancouver, from Seattle, the Canadian Pacific Railway operates the magnificent "Princess" steamers. The fastest and best equipped on the Pacific coastwise trade, these have an average speed of eighteen knots per hour, and are in constant touch by wireless with land stations en route. This is the most enjoyable 165-mile sheltered water trip in America, and passengers travelling eastward from California or points in the Pacific States via the Canadian Pacific Railway may include this delightful voyage without additional expense. The scenery is of ever-changing beauty.

VICTORIA

CHARMINGLY situated on Vancouver Island, overlooking the Straits of Juan de Fuca, Victoria has been aptly described as being a transported section of Old England. It is distinctly a home city, although its enterprising business district, composed of imposing stores and tall office buildings, speaks of a rich commerce drawn from a territory full of forest, mineral and agricultural resources. Victoria's beauty lies in her residential districts, her boulevards, her parks and her public buildings. The Parliament buildings of British Columbia rank among the handsomest in America.

The Empress Hotel, first of the chain of Canadian Pacific hostleries, is the most beautiful hotel on the North Pacific Coast. It overlooks the inner harbor and is within a stone's throw of the Parliament buildings. Golf facilities on five fine courses are available for visitors to the hotel.

From Victoria delightful excursions may be made into the interior of Vancouver Island, either by automobile or by the Esquimalt & Nanaimo Railway. The Malahat Drive is one of the most picturesque motor roads in America. Excellent hotels are to be found at Shawnigan Lake and Qualicum Beach, and a delightful little chalet inn at Cameron Lake. Mount Arrowsmith provides a very interesting climb, and Qualicum Beach has a good sporting golf course. There is no better fishing on the Pacific Coast

than that which one finds on the Campbell River, reached by motor from Courtenay, the northern terminus of the Esquimalt & Nanaimo Railway. The immense Douglas fir forests on this beautiful island and the balmy climate make it wonderfully attractive to the tourist.

VANCOUVER

THE terminal of the Canadian Pacific's transcontinental rail lines and its trans-Pacific steamship routes, Vancouver is the largest commercial centre in British Columbia.

Vancouver rests on the shores of Burrard Inlet, and has an excellent harbor nearly landlocked and fully sheltered. It faces a beautiful range of mountains. Two peaks, silhouetted against the sky, remarkably resembling two couchant lions, are visible from almost any point in the city or on the harbor, which has been appropriately termed "The Lions' Gate."

The Hotel Vancouver, a Canadian Pacific hotel, is the leading hotel of the North Pacific Coast, and has a high reputation for the excellence of its service. Wonderful views can be obtained from the roof.

In and around Vancouver are immense lumber and shingle mills, having big payrolls and tremendous output. Mining, lumbering, farming, shipping and shipbuilding form the bulwark of the city's growth and prosperity.

All kinds of water sports are possible at Vancouver, and are encouraged by a mild climate and extensive bodies of water. There are many bathing beaches, parks, boulevards, automobile roads and paved streets. Stanley Park is practically a primeval forest situated within the city limits.

It is only a short run by Canadian Pacific steamer to Nanaimo, where the Esquimalt & Nanaimo Railway connects with the beauty spots of Vancouver Island.

From Vancouver the company's famous "Princess" steamers offer splendid service to Victoria, Seattle, northern British Columbia, and Alaska. Canadian Pacific Empress steamships cross the Pacific to Japan, China and Manila. The two new vessels, "Empress of Canada" and "Empress of Australia," are the largest, newest, finest and fastest steamships on the Pacific Ocean. The Canadian-Australasian Line runs regularly from Vancouver to Honolulu, Suva (Fiji), New Zealand and Australia.

TRAIN SERVICE

THREE transcontinental trains a day are operated over the Canadian Pacific from Vancouver—and in the summer months a third, the Trans-Canada Limited. This is the fastest long-



Parliament Buildings,
Victoria



The Empress Hotel,
Victoria



A Princess Steamship
to Vancouver Island



Observatory
near
Victoria



A Corner of the Empress Hotel Gardens



Malahat Drive,
on
Vancouver
Island

EASTERN TOURS *through the* CANADIAN PACIFIC ROCKIES

distance train of the American continent, and makes the run to Toronto in 86 hours and to Montreal in 90 hours. It is an exclusive all-sleeping car train, carrying standard and compartment sleepers, observation car and dining car. No excess fare.

The other three trains are the Imperial, to Montreal, the Toronto Express, and the Soo-Pacific Express to Minneapolis, St. Paul and Chicago.

LEAVING VANCOUVER

WINDING along for 500 miles east of Vancouver, the main line of the Canadian Pacific leads through scenery such as can be found nowhere else on earth. Crossing at first a pleasant meadow-like country, a few miles out of Vancouver the steel trail begins to twist and turn its way through a gigantic fairyland of unbelievable beauty and magnificence. Stupendous masses of rock, piled to the sky and crowned with snow, mark the beginning of the canyons.

KETTLE VALLEY ROUTE

HOPE is the junction for the Kettle Valley Railway, a new branch line to the orchards of the southern Okanagan Valley and the Kootenays, to Nelson and the mining districts of southern British Columbia, and to the prairies of southern Alberta, thus providing an interesting alternative route to the main line. After leaving Hope, the railway passes through a spectacular series of tunnels pierced through high cliffs overlooking the deep canyon of the Coquihalla River. There is good trout fishing all the way up the river to Summit, which has an elevation of about 3,300 feet above sea level.

Penticton, at the lower end of Okanagan Lake, is half-way house to Nelson, and as such has an excellent hotel, the Incola. The balmy, equable climate of the lower Okanagan Valley, the excellent motoring, the delightful bathing, the opportunities for motorboating, sailing, fishing, and, at the proper seasons, for hunting, combine to make this an ideal holiday resort. Penticton is in the centre of one of the most fertile orchard districts in British Columbia, and is also the southern terminus of the Canadian Pacific steamers plying on the Okanagan Lake; the northern terminus being Okanagan Landing, which has excellent train service through Vernon to Sicamous, on the main line of the Canadian Pacific Railway.

From Penticton the railway climbs up through the benches to a height which commands a magnificent view of Okanagan Lake. After the junction is made with the

Canadian Pacific Railway at Midway, the train passes by lake and mountain till the beautiful defile of the Columbia River is reached. The train reaches Nelson in the evening and though the boat for the East does not leave till next morning, one can go straight on board to one's comfortable berth.

FRASER CANYON

WHEN we leave Hope on the main line we enter the canyons in earnest. This country is second in spectacular scenery only to the Rockies themselves, and the traveller is well repaid if he makes this journey by daylight, staying over at Sicamous at night so that he can continue through the Selkirks and the Rockies by day. The gorge draws together as the train winds along ledges cut on its face; the track, following the river at often a considerable height above it, and hewn from solid rock, not only crosses from side to side in the canyon, but also tunnels through great rock spans; while below the Fraser River foams and roars.

Just before reaching North Bend is the famous "Hell's Gate," where two jutting promontories suddenly compress the river and force it to escape in a roaring cataract through a bottle-necked outlet. At Lytton we bid farewell to the Fraser, the chief river of British Columbia, which has come down from the north between two great lines of mountain peaks. We parallel instead the Thompson, its principal tributary, whose bright green waters are a remarkable contrast to the Fraser's turbid flood. Kamloops is in the centre of an orchard country, at the confluence of the two branches of the Thompson.

At Sicamous, the traveller may take the branch line train to Vernon and other points in the fertile fruit-growing Okanagan Valley. At this point the Canadian Pacific has a comfortable hotel, which forms excellent headquarters for those who wish to stay over for the daylight trip through the mountains.

CANADA'S NATIONAL PARKS

THE main line of the Canadian Pacific traverses or adjoins four of the magnificent National Parks of Canada—Mount Revelstoke Park, Glacier Park, one of the finest mountain-climbing regions of North America, Yoho Park, centring at Field, and Rocky Mountains Park, the chief centres of which are Lake Louise and Banff. These National Parks have every kind of induce-

ment to offer the nature lover. Two other parks can be reached from the Canadian Pacific—Kootenay Park, which cuts wedge-shape into Rocky Mountains Park, and is traversed by the Banff-Windermere automobile highway, which turns off south opposite Castle Mountain, half way between Banff and Lake Louise; and Waterton Lakes Park, in southern Alberta.

From Revelstoke the line passes through Twin Butte to Albert Canyon. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up hundreds of feet on both sides to wooded crags, above which sharp distant peaks cut the sky. The most impressive of these canyons is the Albert, where the river is seen nearly one hundred and fifty feet below the railway.

BEAUTIFUL HOTELS

IN THE Canadian Pacific Rockies, between Vancouver and Calgary, are five beautiful Canadian Pacific hotels, which provide ideal accommodation for the visitor to the mountains. Some of them, indeed, are world-famous. In each case their location is magnificent, for their windows look out upon a fairyland of mountains, glaciers, lakes and primeval forests. The hotels vary in size, the largest being the well-known Banff Springs Hotel at Banff. Lake Louise has its luxurious caravanserai in the Chateau Lake Louise. At Glacier is the picturesque Glacier House, a favorite with mountain climbers from all over the continent. Emerald Lake Chalet, which is reached from Field, is a delightful place; in addition to the accommodation at the Chalet itself, there is now bungalow camp accommodation at one and two-room chalets. Sicamous, at the junction of the Okanagan Valley line, has a charming little hotel.

BUNGALOW CAMPS

IN THE Canadian Pacific Rockies there have now been established nine of the Bungalow Camps with which hotel accommodation in the



The Lions,
near Vancouver



English Bay, Vancouver



The "Empress of Canada"



Big Trees
in
Stanley Park

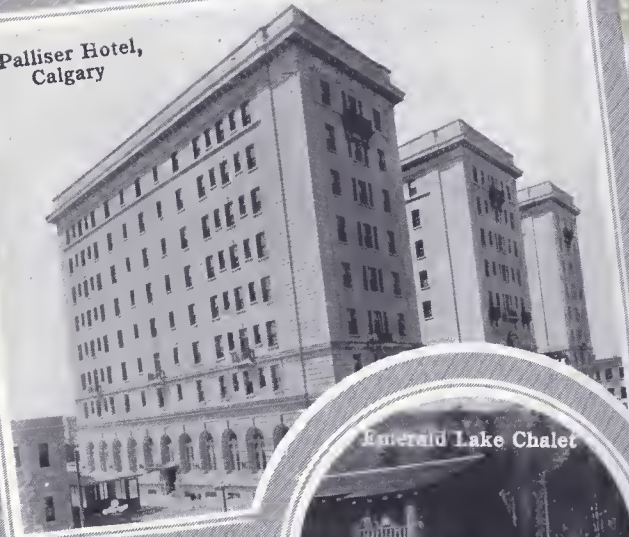


Vancouver



Roof Garden
Hotel Vancouver

Palliser Hotel,
Calgary



Emerald Lake Chalet



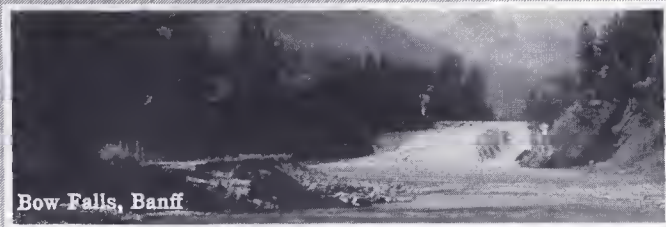
Glacier House



Hotel Sicamous



Bow Falls, Banff



Banff Springs Hotel



Chateau Lake Louise





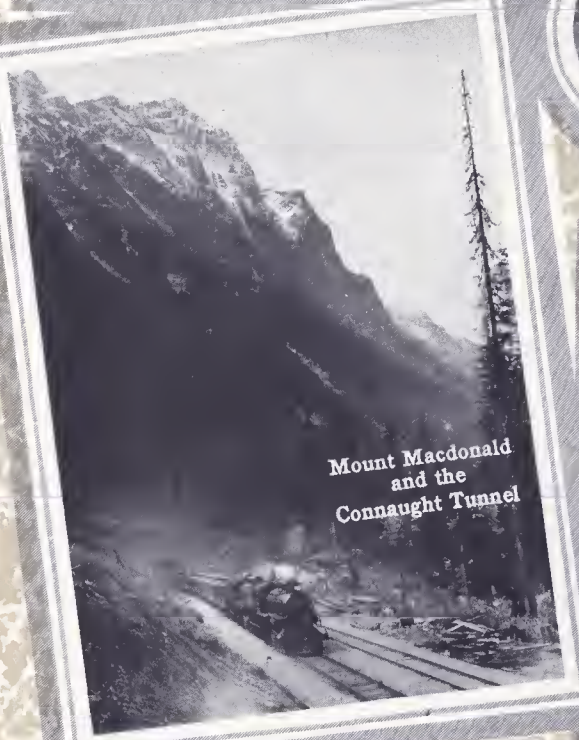
On the Great Glacier



Government Cabin at Nakimur Caves



Open-top Observation Car through the Rockies



Mount Macdonald and the Connaught Tunnel



Fraser Canyon—Hell Gates



Mount Sir Donald

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mountains is supplemented. These camps are located at Lake Wapta, near the Great Divide; at Takakkaw Falls, in the Yoho Valley; at Lake O'Hara; at Emerald Lake; at Moraine Lake, near Lake Louise; and at Lake Windermere, in the Columbia Valley. Three more are situated along the new Banff-Windermere road at Storm Mountain, Vermilion River, and Sinclair Hot Springs. Rest houses are to be found at several other points, serving meals and in some cases providing limited accommodation for the night, and acting as halts in long excursions.

The accommodation provided at these bungalow camps is of a nature that particularly appeals to the climber, the hiker, the trail rider or the artist. It consists of sleeping accommodations in small log bungalows, clustering around a central community building in which is an attractive dining and lounging room. The camps are, of course, much less formal than the bungalow hotels, and very much favored by people who prefer to be where there is a quiet, peaceful atmosphere. The charges at the camps are \$5.50 per day, American plan.

GLACIER—A CLIMBING CENTRE

NEAR the summit of Selkirk Range lies Glacier, in the midst of a region of mighty peaks and glaciers. Here, in Glacier National Park, a magnificent mountain area of austerity and high isolation, the Canadian Pacific has another mountain hotel, the ever popular Glacier House. Seemingly only a few hundred feet away from the hotel, but in reality more than two miles, the massive ice piles of the great Illecillewaet Glacier heap up. To its left towers the monolith of Mount Sir Donald to a height of a mile and a quarter above the railway. Glacier is one of the favorite climbing centres of the Canadian Pacific Rockies, and the wide sweep of peaks, glaciers and snow fields that the eye comprehends from the hotel is of extraordinary majesty.

Leading from the hotel a good trail follows the turbulent course of the Illecillewaet River to the Illecillewaet Glacier; other trails branch off in all directions, inviting

and leading the mountain-climber, explorer and lover of Nature to scenes of marvellous grandeur and enchanting beauty. Glacier Crest, Lake Marion and Observation Point are among the shorter and easier ascents. Mount Abbott is a day's climb but not a difficult one. From its summit an exceptionally fine view is obtained of the Asulkan Valley. Easy trails also lead up to the summits of Eagle Peak and Mount Avalanche. The ascent of Mount Sir Donald is more difficult, but with the assistance of experienced guides may readily be accomplished.

An excellent trail leads to the Asulkan Glacier, through scenes of Alpine splendor, and the remarkable Nakimu Caves are distant only about seven miles from Glacier House by carriage road and bridle path. These wonderful caverns, said to be larger than the Mammoth Caves of Kentucky, have been formed partly by the action of water for ages upon the solid rock, partly by seismic disturbances, and constitute a series of chambers with large entrances, polished rock ceilings, and walls which sparkle with quartz crystals and reflect myriads of miniature lights. A log cabin rest house has been established here by the Canadian Pacific.

After leaving Glacier Station the train enters the double-track Connaught Tunnel, the longest tunnel in North America, which pierces its way through Mount MacDonald. From portal to portal this tunnel measures five miles, but so straight is the line that the exits are never out of sight.

WINDERMERE VALLEY

THE train now descends the eastern slopes of the Selkirks into the upper Columbia Valley, where, at Golden, a branch line runs south to the lovely Lake Windermere district, with its newly settled farms and orchards. Access to a wonderful hunting and Alpine climbing region is obtained from this great valley. (See page 16.) Near Golden is Edelweiss, in which the Swiss guides attached to the Canadian Pacific hotels have their farms and homes.

At Lake Windermere, south of Golden, a bungalow summer camp is situated on the shores of one of the loveliest warm-water lakes in British Columbia, with every facility for bathing, boating, riding and motoring in a country of exceptional beauty. On the Banff-Windermere motor road are three smaller bungalow camps to accommodate the large number of automobilists who now take this, the most spectacular long distance ride of the continent.

EMERALD LAKE

FIELD is the junction for Emerald Lake Chalet (7 miles), situated on the shores of one of the most beautiful mountain lakes in Canada.

Emerald Lake is reached from Field by a good carriage road down the bank of the Kicking Horse River, and thence around the base of Mount Burgess. On the wooded shore of this beautiful lake the Canadian Pacific has built a picturesque and cosy chalet, which with the addition of a club house and some charming one and two-room bungalow chalets, has now been greatly extended in size.

THE YOHO VALLEY

It is an extremely beautiful eleven-mile drive from Field to the celebrated Takakkaw Falls, in the Yoho Valley, a silver thread of glacial origin dropping 1,200 feet into a still, mighty-treed valley. Yoho Valley Camp, a bungalow camp with accommodations for twenty-eight, is situated facing Takakkaw Falls. A trail continues up the valley past Laughing Falls and the great Wapta Glacier, to the curious Twin Falls, two immense jets of spray that unite in mid-air. The Yoho trail leads to a point above the falls from which a wonderful view may be obtained. The Takakkaw Falls can be reached also from Emerald Lake, by an excellent trail which leads up through forests to the Yoho Pass. Summit Lake, a small but beautifully colored lake, with a rest house where luncheon is served, is passed, and thence descent is made into the Yoho Valley. Other pleasant excursions may be made to points of interest within a short distance of Field—such as the Fossil Beds, the Natural Bridge, and the Ottertail Range.

An attractive two-day riding trip can be made starting from Emerald Lake Chalet, spending a night at the Yoho Valley Camp, and continuing next day to Wapta Camp.

WAPTA CAMP

FOR the convenience of those who wish to visit the exquisitely beautiful Lake O'Hara or to ride into the Yoho Valley from its eastern entrance, a bungalow camp has been established on Lake Wapta, with accommodation for fifty people. The rates are moderate. The station for the camp is at Hector, twelve miles east of Field. Two other camps are reached from Wapta Camp—Yoho Valley Camp, in the Yoho Valley, and Lake O'Hara Camp, to the south.

SPIRAL TUNNELS

FROM Field to the Great Divide, a distance of 14 miles, the railway ascends nearly a quarter of a mile. Formerly this section, with a gradient of 4.5 per cent, was extremely difficult to operate, but by the construction of two tunnels the length of the line was increased sufficiently to permit of reducing this gradient to 2.2 per cent. These are the "Spiral Tunnels" under Cathedral



Emerald Lake
and
Mount
Burgess



Summit Lake Rest



Lake O'Hara



Takakkaw Falls,
Yoho Valley



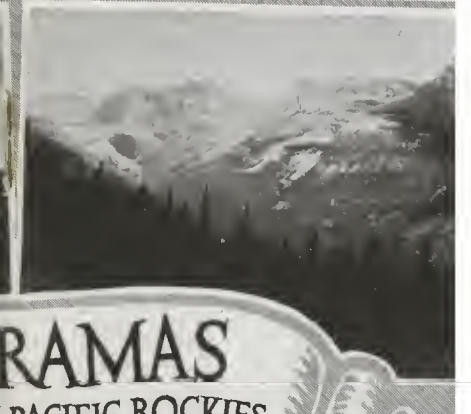
Lake McArthur



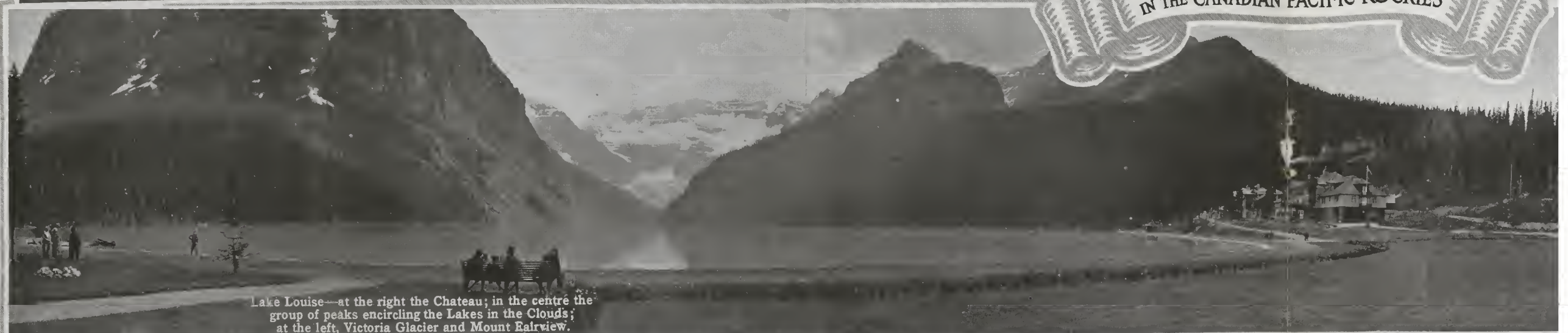
Mount Stephen and Field



Storm Mountain Rest House, on Vermilion Pass,
Banff—Lake Louise—Lake Windermere Road



PANORAMAS
IN THE CANADIAN PACIFIC ROCKIES



Lake Louise—at the right the Chateau; in the centre the
group of peaks encircling the Lakes in the Clouds;
at the left, Victoria Glacier and Mount Rialview.



Alpine Club of Canada—Starting out on a Climb.



PANORAMAS
IN THE CANADIAN PACIFIC ROCKIES



The Panorama of Mountain Peaks surrounding the Beautiful Yoho Valley.



Paradise Valley — showing (left to right) Mount Temple, Mount Sheol and Mount Aberdeen



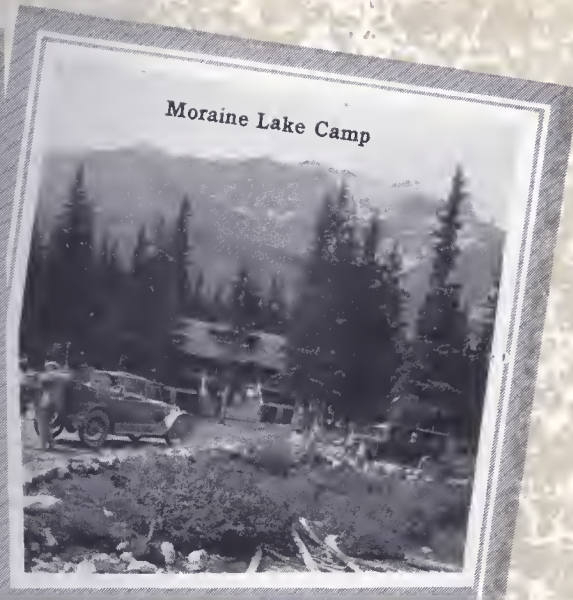
Lake Windermere Camp



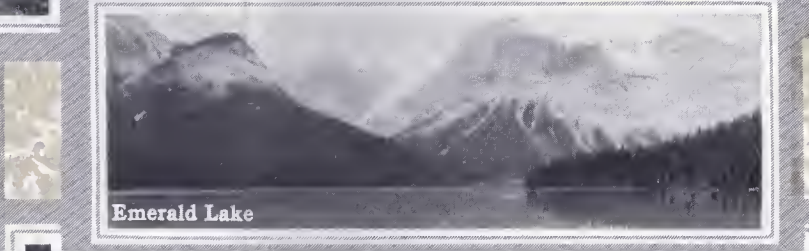
Vermilion Camp



Lake O'Hara Camp



Moraine Lake Camp



Emerald Lake



Yoho Valley Camp



Lake Wapta Camp



Moraine Lake,
Valley of the Ten Peaks



Climbing at Lake Louise



Storm Mountain
Pungalow Camp



On the Banff-Lake Louise
Lake Windermere Road



Lakes in the Clouds



Lake Louise, from the Chateau

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Mountain and Mount Ogden. Through them the railway turns two complete circles, roughly in the form of a figure eight, passing under itself twice and emerging from this figure over 100 feet higher than it entered it.

THE GREAT DIVIDE

FOURTEEN miles east of Field is the Great Divide, at once the highest elevation of the Canadian Pacific, the boundary between British Columbia and Alberta, and the very backbone of the continent. Marked by a rustic arch, a stream of water divides into two brooks that have vastly different fates. The waters that flow to the west eventually reach the Pacific Ocean; the rivulet that runs east adds its mite to the volume of the Atlantic.

LAKE LOUISE, PEARL OF THE ROCKIES

LAKE LOUISE bears the liquid music, the soft color notes of its name, into the realm of the visible. Behind its turquoise mirror rise the stark immensities of Mounts Lefroy and Victoria, the latter "the big snow mountain above the Lake of Little Fishes," of which the wandering Stony Indians used to tell. Here, on the margin of this most perfect lake, the Canadian Pacific has placed its Chateau in one of those wonderful Alpine flower gardens in which the Rockies abound. Yellow violets and columbines, white anemones and green orchids, make merry with the red-flowered sheep laurel and the bright Iceland poppy. Be he ever so lazy, the tourist has something to reward him in this gay garden backed with the rich-toned lake and the milky green of the glacier. One writer says:

"In the lake, ever changing, is Beauty herself, as nearly visible to mortal eyes as she may ever be. The water, beyond the flowers, is green, always a different green. Then a little wind awakes in the distance and ruffles the surface, yard by yard, covering it with a myriad of tiny wrinkles, till the lake is milky emerald while the rest still sleeps. And at length the whole is astir and the sun catches it and Lake Louise is a web of laughter, the opal distillation of all the buds of all the Spring."

WHAT TO DO AT LAKE LOUISE

FROM Lake Louise (altitude, 5,670 feet) good trails lead to the principal features of interest in the vicinity. It is an easy ascent to Mirror Lake (altitude, 6,550 feet) and

Lake Agnes (altitude, 6,875 feet) which literally nestle amid the clouds, encircled by majestic peaks. The trail continues to the Big Beehive, commanding magnificent views of mountains, lakes and glaciers. It is a three-mile trip to Saddleback Mountain, which affords an admirable view of the lovely Paradise Valley and has a delightful little rest and tea house on its summit. At a distance of about ten miles is Moraine Lake, situated at the head of the Valley of the Ten Peaks, and reached over a good carriage road. On the shore of the lake, in the midst of scenic surroundings of surpassing beauty and grandeur, is Moraine Lake Camp. Consolation Lake, about three miles further by trail, provides good trout fishing. The Victoria Glacier, a great palisade of hanging snow, Abbott Pass, a deep canyon between Mounts Victoria and Lefroy, Paradise Valley and the Ptarmigan Lakes, are among the notable spots well worthy of a visit. The new Upper Glacier Trail to Victoria Glacier is of exceptional interest and beauty. An Alpine hut has been built at Abbott Pass, so as to enable climbers to spend the night and view the magnificent panorama of Alps at sunrise.

BANFF

FOR many years Banff, the gateway to Rocky Mountains National Park, has attracted tourists and lovers of Nature from all corners of the earth. Situated in the heart of the Canadian Pacific Rockies, in the midst of primeval surroundings, with a wilderness of magnificent peaks, with good roads and trails radiating in every direction, it bids the photographer, the naturalist, and the mountain-climber welcome. The traveller seeking a holiday can find all his wants supplied at the finest mountain hotel in the world, the Canadian Pacific Banff Springs Hotel. Sulphur springs and bathing pools, also an excellent golf course and tennis court, form some of the many attractions at this resort.

WHAT TO DO AT BANFF

THERE are many interesting spots in the vicinity, all easily accessible by good carriage roads and bridle paths. A short distance from Banff Springs Hotel are the Bow Falls, a cataract of wonderful beauty; Tunnel Mountain, from which a splendid view of the valley is obtained, and the Cave and Basin, a remarkable formation from which gush natural sulphur springs. Within a radius of three miles are the Hoodoos, natural concrete pillars of various shapes and sizes, Cascade Mountain, Stoney Squaw Mountain, the beautiful Vermilion Lakes, the Buffalo Park, Sundance Canyon, a deep and curious cleft in the mountain; and the upper Hot Springs, on Sulphur

Mountain. At a distance of eight miles is Lake Minnewanka, a beautiful sheet of water, sixteen miles long, extremely deep, and walled in by tremendous cliffs, and the home of huge fighting trout. A wonderful river trip up the Bow can be made by electric launch. There are attractive automobile trips, as for instance, to Johnston Canyon, on the road to Lake Louise. Good climbing for both amateur and experienced Alpinists can be obtained around Banff. For those desiring to get close to Nature there are a variety of fine pony trips, such as to the Spray or Kananaskis Lakes or to Mount Assiniboine.

The new Banff-Windermere automobile highway on the Vermilion Pass has now made it easy to visit the exquisitely beautiful Marble Canyon. This road has opened up a magnificent Alpine country hitherto known only to the trapper and the hunter, through eighty miles of pass and canyon. At Lake Windermere there is a rustic bungalow camp with accommodation for fifty people. Three new bungalow camps have also been established on this automobile road, namely at Storm Mountain, Vermilion River and Sinclair Hot Springs. Lake Windermere can also be reached by rail from Golden.

LEAVING THE ROCKIES

BANFF is on the eastern slope of the Canadian Pacific Rockies; from it we are fairly on our way down the long descent to the prairies. Winding through narrow passes, eroded in the great, gray bulk of the last ranges, the railway follows the ancient glacier-grooved Bow Valley. Presently the mountains smooth themselves out into rolling, grassy foothills; these again flatten out still more, and at Calgary we are truly on the prairies.

But take a farewell of the mountains—look behind for that last, and perhaps most dramatic, glimpse of a far-flung line of blue, hung among the clouds and quivering in the warm summer air, as sharp as a knife blade! It is a sight never to be forgotten.

CALGARY

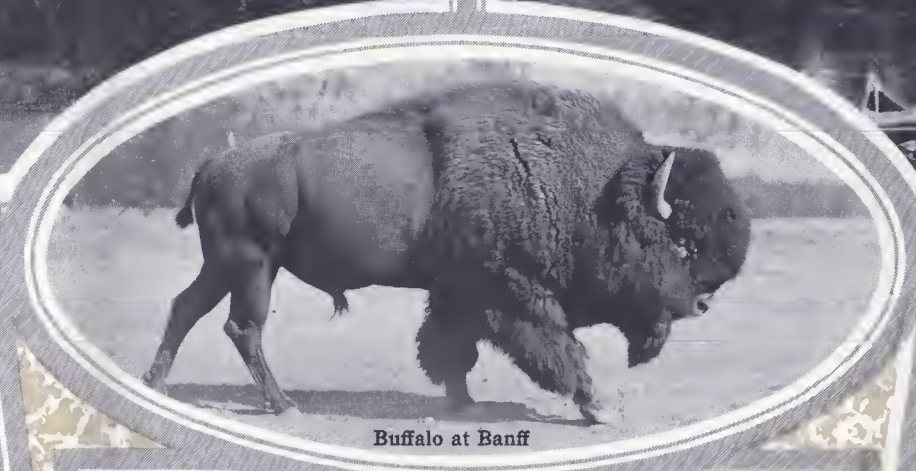
AFTER leaving Banff, the country begins to change its character somewhat. Instead of viewing a sea of mountain peaks and snow-capped ranges, grassy, rolling foothills succeed, and prosperous ranches and farms are spread out on either side of the track. Soon we reach Calgary, the largest city in the fertile and prosperous Province of Alberta.



The Three Sisters, Banff



Mount Rundle, Banff



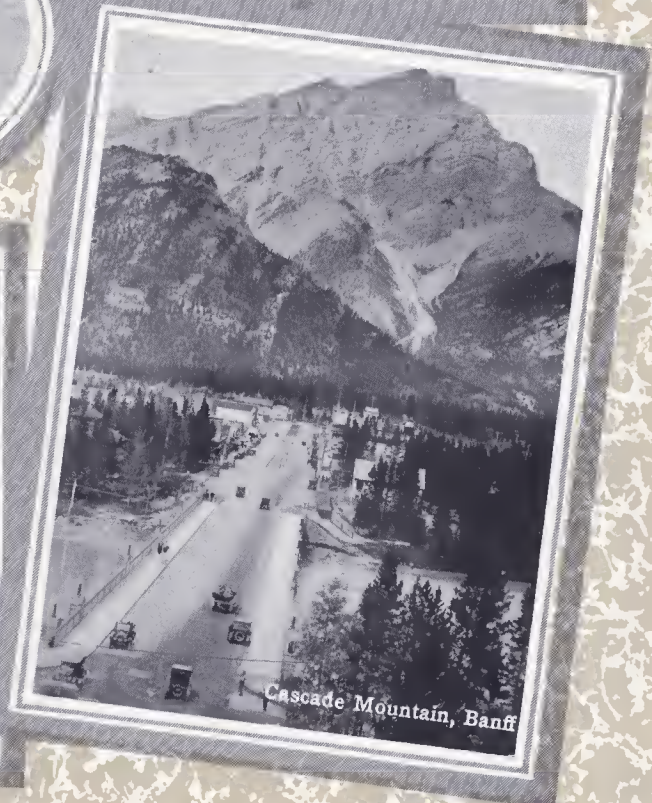
Buffalo at Banff



A Water Sprite Swimming Pool, Banff



Off for a Mountain Canter



Cascade Mountain, Banff

EASTERN TOURS *through the* CANADIAN PACIFIC ROCKIES

At Calgary the Canadian Pacific Railway operates another immense hotel, the Hotel Palliser, undoubtedly the most imposing structure in the city. Externally the building is French renaissance. It comprises ten floors, with a roof garden and sun parlor, from which a magnificent view of the snow-capped Rockies can be obtained.

Calgary is the headquarters of the great irrigation system of the Canadian Pacific Railway. This is the largest undertaking of its kind in America and is well worth a visit. From Calgary a branch line runs to Edmonton, the capital of Alberta.

Medicine Hat, called by Kipling "the town that was born lucky," is famous for its natural gas, the low price of which has attracted many industries to this city.

ALTERNATIVE TRIP FROM REVELSTOKE TO MEDICINE HAT

BY LEAVING the main line of the Canadian Pacific at Revelstoke, travellers can obtain a delightful alternative route to Medicine Hat, via Arrowhead, at the head of the beautiful Arrow Lakes, by steamer to West Robson, thence by rail to Nelson, where steamer is again taken on the charming Kootenay Lake to Kootenay Landing, connecting with the Crowsnest Pass Branch of the Canadian Pacific Railway.

From Kootenay Landing to Medicine Hat the route leads through the rich mining regions of the Kootenay and the vast agricultural districts of Southern Alberta, via the Crowsnest Branch of the Canadian Pacific Railway.

FROM SPOKANE

FROM Spokane and Kingsgate one may join the Crowsnest Pass line of the Canadian Pacific at Yahk, and thence travel eastward to Medicine Hat. Or at Yahk one may turn west and travel via Kootenay Lake, Nelson, West Robson and the Arrow Lakes, joining the main line at Revelstoke.

LAKE WINDERMERE DISTRICT

A NEW alternative route of exceptional beauty leaves the main line at Golden and goes south through the valley lying between the Rockies and the Selkirk Mountains to join the Crowsnest Branch at Colvill. The Lake Windermere Camp is a centre in this valley for excursions up Toby Creek and Horse Thief Creek to the great ice fields of the Selkirks, notably the Lake of the Hanging Glaciers, where eight distinct glaciers empty into one Alpine Lake; there is also a bungalow camp at Lake Windermere (See page 8). There are curative hot springs at Sinclair and Fairmont.

ACROSS THE PRAIRIES

FROM Medicine Hat easterly, the main line of travel includes Swift Current, Moose Jaw, Regina, Brandon and Winnipeg. At Moose Jaw the traveller has the choice

of going via St. Paul and Minneapolis and Chicago, or via St. Paul and Sault Ste. Marie, travelling in each case over the Soo Line. If desired, tickets will be routed via Winnipeg and St. Paul. Certain tickets allow stop-over privileges at all the principal cities on the direct route in Canada, and the option of at least two different routes, but routes must be selected prior to purchasing ticket.

WINNIPEG

SITUATED at the confluence of the Red and the Assiniboine rivers, Winnipeg handles more wheat than any other port on the North American Continent. It is the capital of the Province of Manitoba. Formerly it was the Hudson Bay Company's chief trading post, Fort Garry. The Canadian Pacific Railway has a magnificent hotel at Winnipeg, the Royal Alexandra.

A network of rail lines connects Winnipeg with all parts of the continent. Here the Canadian Pacific Railway has the largest individual railway yards in the world, one of which has 183 miles of trackage. From Winnipeg one branch line of the Canadian Pacific Railway runs south, connecting at Emerson with the service of the Soo Line to Minneapolis, St. Paul and Chicago. A through train is operated between Winnipeg and the Twin Cities.

Leaving the Province of Manitoba at Telford, the Lake of the Woods district in Ontario is entered, where flour mills, pulp mills and sawmills are in operation day and night. At Kenora, on Lake of the Woods, is a delightful bungalow camp, affording excellent fishing amidst the densely wooded scenery of this popular region. The camp, which was established last year by the Canadian Pacific, consists of picturesque small chalets clustering round the main club building. The prairies are left behind and the traveller passes through a picturesque region of forests, lakes, rivers, rocks and ravines to Fort William and Port Arthur, at the head of the Great Lakes.

GREAT LAKES TRIP

FORT WILLIAM is situated at the mouth of the Kaministiquia River, a broad, deep stream, with firm banks, affording extraordinary advantages for lake traffic.

THE magnificent lake steamships of the Canadian Pacific ply between here and Port McNicoll and Owen Sound, thus giving the tourist practically a water route to Toronto.

By boarding a steamer the traveller may travel down the Kaministiquia River, passing Port Arthur on Thunder Bay, thence across the bay and rounding Thunder Cape, directly across Lake Superior to Sault Ste. Marie, with its famous canal. From here the route followed is across Lake Huron and Georgian Bay to Port McNicoll or Owen Sound, where a transfer to the Toronto train is made. This two-day journey across the Great Lakes, with their cool breezes and delightful scenery, makes a very agreeable summer variation to the railway journey. The steamships "Assiniboia," "Keewatin" and "Manitoba," which perform the service, are large, modern vessels with every comfort.

NIPIGON AND SUDBURY

FOLLOWING on by the main line, at Nipigon, situated at the mouth of the Nipigon River, fishermen from many, many miles gather yearly to capture the speckled trout, averaging from three to eight pounds. At Nipigon will be found another Bungalow Camp, with a capacity of fifty, similar in style to that at Kenora. From it fishermen can explore the upper reaches of the Nipigon River.

Sudbury is the junction point, where the main line of the Canadian Pacific to Toronto leaves the main line to Montreal. This gives the third optional route from Winnipeg to Montreal—direct via the main line, via Toronto from Sudbury, or via the Great Lakes steamship route to Port McNicoll or Owen Sound. Within a few miles of Sudbury are the most extensive copper and nickel deposits known in the world.

SOO LINE CONNECTION FROM TWIN CITIES

AT SUDBURY the Soo Line—which enters Canada on an immense steel bridge at Sault Ste. Marie and follows the north shore of Lake Huron—joins the main line. Through trains, having every modern improvement, are operated via this route from Minneapolis and St. Paul to Montreal. Connection is also made at Sault Ste. Marie with trains from Duluth.

TORONTO

WITH 520,000 inhabitants, Toronto is the capital and chief city of the prosperous Province of Ontario, and is growing rapidly in population, wealth and industry. Beautifully situated on the shore of Lake Ontario, its inhabitants have an affectionate name for it in "The Queen



Across the
Great Lakes



Fishing
at Nipigon



Bungalow Camp at Kenora
Community House



Around Lake Superior



Harvest Time on the Prairies



Royal Alexandra Hotel
and Station, Winnipeg



French River Bungalow Camp

EASTERN TOURS *through the* CANADIAN PACIFIC ROCKIES

City." It is noted for its beautiful residential districts, its high buildings, its well-lighted paved streets, spacious parks, excellent boulevards and also for its Fair, attended each year by over one million visitors. The Canadian Pacific Railway's office building here is one of the landmarks of the city.

From Toronto there are many short and very interesting trips by either rail or water to pleasure resorts and places of picturesque and historical interest, such as to Hamilton and Niagara Falls.

Those who make their eastbound journey by way of Toronto have the choice of two Canadian Pacific routes to Montreal—one by the Lake Ontario Shore Line, the other via Peterboro. Tickets between Toronto and Montreal will be honored via Ottawa if desired.

OTTAWA

THE capital of the Dominion is picturesquely situated at the junction of the Rideau and Ottawa rivers. Here is the meeting place of the House of Commons and the Senate, and the headquarters of the Government administrative departments. The residence of His Excellency the Governor-General—Rideau Hall—is within the city limits. Very inspiring are the great Parliament buildings, which have been reconstructed after their destruction by fire in 1916. A beautiful park and excellent motor roads make Ottawa a very attractive city for resident or tourist.

MONTREAL

FAST trains connect Toronto and Ottawa with Montreal, the largest city of Canada and the second largest port of North America. Montreal has a population of 900,000 and is headquarters for the Canadian Pacific Railway. From Mount Royal, after which the city was named, Montreal appears spread out like an immense relief map. One may spend hours on the summit of this mountain gazing on the magnificent panorama of the city and the St. Lawrence River. The Canadian Pacific Place Viger Hotel is one of the city's best.

There are many sights to visit in Montreal—the magnificent Notre Dame Church, the interesting Notre Dame de Bonsecours, McGill University, Mount Royal, the old historic Chateau de Ramezay, beautiful parks, charming suburbs, the docks, the French section, and so on—enough to keep one occupied for days.

Three routes from Montreal to New York present themselves—by way of Lakes Champlain and George and the Hudson River: an all-rail route through the Adirondacks, through the State of Vermont: or another along the shore of Lake Champlain.

Those en route to Portland, Me., or Boston, Mass., may travel through the interesting White Mountains to their destination on the Atlantic Coast, via the Canadian Pacific and its connections from Montreal.

QUEBEC

FROM Montreal it is but a few hours' ride over the Canadian Pacific Railway to Quebec, which, with its old-time walled city, its Chateau Frontenac, the superb Canadian Pacific hotel, its French-speaking population, crooked streets, and its enchanting atmosphere, is easily the most romantic place in Canada. The Chateau Frontenac, on the site of the old Chateau St. Louis, is a modern hotel built on the pattern of an old chateau, commanding magnificent views of the great St. Lawrence River.

Quebec was the scene of the great Battle of the Heights of Abraham of 1759, by which Canada passed from French to British rule, and it is full of reminders of the past. It was founded as long ago as 1608 by Samuel de Champlain, and for 150 years thereafter was the headquarters of French rule in North America. Many famous names are interwoven with its fascinating history.

ST. JOHN—HALIFAX

SCENERY made up of wooded hills, well-kept farming districts, and country filled with charming lakes, forests and streams is to be seen on both sides of the track in travelling from Montreal to St. John and Halifax, or any of the other pretty cities or towns of the Maritime Provinces. St. John and Halifax are both busy, progressive seaports.

St. Andrews-by-the-Sea, New Brunswick, is the leading fashionable seashore and golfing resort of

Canada. Here the Canadian Pacific has built an attractive summer hotel, the Algonquin, much frequented by Americans as well as by the leaders in Canadian society. It has one of the best seaside golf courses in North America.

EVANGELINE LAND, NOVA SCOTIA

ACROSS the Bay of Fundy from St. John, New Brunswick, lies the historic coast of Nova Scotia, so full of romance, so beautiful to the eye that the hearts of those who visit it are kept in a perpetual enchantment. Digby and the little fishing villages on this coast of giant tides, Annapolis Royal, with memories of Champlain and the first adventurous explorers from Old France, the orchard and dairy land of the Annapolis Valley, Evangeline's country of Grand Pré and Blomidon, and Minas Basin, the scene of the expulsion of the Acadians—these have a charm that well might draw the traveller across the continent from the Pacific.

All this country is served by the Dominion Atlantic Railway in connection with the Canadian Pacific Railway. Wolfville is the chief centre for visitors to the "Land of Evangeline." "Before the windows of Wolfville," says C. G. D. Roberts, the well-known writer, "unrolls a superb view—marches of pale green, reclaimed from the sea by the spades of old-time Acadian farmers; the long, low lines of green upland outstretching from either side to almost the centre of the picture—the delicious summer retreats of Starr's Point and Long Island; between them and beyond, away to the far blue barrier of the Parrsboro shore, the restless waters of Minas Basin, and in the middle distance, dominating all the scene with its mass of sombre indigo, the majestic bastion of Blomidon outthrust against the tides."

Three miles distant, to the east, is Grand Pré itself, now a rich but scattered farming settlement. It is on the line of the Dominion Atlantic, and travellers who are passing through obtain from the car windows a good view of the scene of the "Great Banishment." There are the storied meadows, and there, close to the station, are willows planted by Acadian hands. On the slope behind the station are gnarled French apple trees and stiff French poplars, and a short way farther on is the Gaspereau mouth, where the exiles embarked.

Close to the station is a row of gnarled willows, whose branches perchance tell over to the young leaves of each recurring spring what they saw of Evangeline and her sorrow. Here, suitably enclosed, is "Evangeline's Well," with a very beautiful statue of Evangeline herself.



Quebec from the
St. Lawrence River



Legislative
Building,
Toronto



The Chateau Frontenac, Quebec



Dame, Montreal



Niagara Falls



Ottawa—Dominion Parliament Building



Windsor Station, Montreal



An Acadian Vista



The North West Arm,
Halifax



St. John, N.B.



Hunting
in New Brunswick



Algonquin Hotel,
Andrews-by-the-Sea, N.B.



Statue of Evangeline,
Grand Pré, N.S.



CANADIAN PACIFIC RAILWAY And Connecting Lines

TICKETING ROUTES FROM NORTH PACIFIC COAST

- 1-VIA SEATTLE AND VANCOUVER**
Portland... to Seattle... N.P.G.N. or U.P. Sys.
Seattle... to Vancouver... Can. Pac. S.S. Line
Vancouver... to Portland... Can. Pac. S.S. Line
- 2-VIA ALL RAIL**
Portland... to Seattle... G.N., N.P., or U.P. Sys.
Seattle... to Vancouver... Can. Pac. S.S. Line
Vancouver... to Portland... Can. Pac. S.S. Line
- 3-VIA SPOKANE**
Portland... to Spokane... U.P. Sys. or S.P. & S.
Spokane... to Vancouver... Can. Pac. S.S. Line
Vancouver... to Portland... Can. Pac. S.S. Line
- 4-VIA Kootenay**
Portland... to Kootenay... Can. Pac. S.S. Line
Kootenay... to Vancouver... Can. Pac. S.S. Line
Vancouver... to Portland... Can. Pac. S.S. Line
- 5-VIA Kootenay and Kettle Valley**
Portland... to Kootenay... Can. Pac. S.S. Line
Kootenay... to Kettle Valley... Can. Pac. S.S. Line
Kettle Valley... to Vancouver... Can. Pac. S.S. Line
Vancouver... to Portland... Can. Pac. S.S. Line
- 6-VIA WINNIPEG**
Portland... to Winnipeg... Can. Pac. S.S. Line
Winnipeg... to Vancouver... Can. Pac. S.S. Line
Vancouver... to Portland... Can. Pac. S.S. Line

OPTIONAL ROUTES

The following optional routes are available, without additional expense, in connection with Eastern Tours round-trip tickets:

- A**—Between Toronto and Montreal tickets are honored via: (1) Trenton, Belleville, Smiths Falls and direct line; (2) Trenton, Belleville, Ottawa and Vanhook; (3) Trenton, Belleville, Ottawa and Vanhook; (4) Peterboro, Ottawa and Vanhook; (5) Peterboro, Ottawa and Vanhook.
- B**—Between Sudbury and Montreal tickets are honored via Main Line, through North Bay and Ottawa, or via Muskoka Route and Toronto through Parry Sound.
- C**—Between Emerson or Port Arthur and Calgary, tickets may be routed via direct line or via Lacombe, Wetaskiwin or Edmonton.
- D**—Between Revelstoke and Medicine Hat tickets are good: Via Main Line, through Banff, Alta., and Calgary; Via Kootenay Line through Revelstoke, Arrowhead, Valemount, West Hulsea and Nelson; Via Kootenay Line through Revelstoke, Arrowhead, Valemount, Rosser, St. John Junction and Nelson.
- E**—Between Bassano and Swift Current, via Medicine Hat or Empress.
- F**—Between Lethbridge and Weburn are good: Via Main Line through Danmore and Moose Jaw; Via Stirling and Assiniboia.

No expensive side trips necessary.
The Canadian Pacific Railway is built directly through four Canadian National Parks and the famous Canadian Rockies. Over 500 continuous miles of the most magnificent scenery in the world may be viewed from the train.
See that your ticket between Seattle, Tacoma, Portland or California points and Winnipeg, St. Paul, Chicago, Eastern Canada or United States includes coupons for the delightful 165-mile Puget Sound Steamship trip between Seattle, Victoria and Vancouver; no extra charge.

POINTS SHOWN ON MAP IN RED, WITH BLACK STAR, INDICATE LOCATION OF CANADIAN PACIFIC HOTELS

CANADIAN PACIFIC AGENCIES THROUGHOUT THE WORLD

CANADA AND UNITED STATES

Atlanta	Ga.	E. G. Cheshrough, Gen'l Agt. Pass'r Dept.	49 N. Forsyth St.
Banff	Alta.	J. A. McDonald	C. P. R. Station
Bellingham	Wash.	S. B. Freeman, City Passenger Agent	1252 Elk St.
Boston	Mass.	L. R. Hart, Gen'l Agent Pass'r Dept.	405 Boylston St.
Brendon	Man.	R. Dawson, District Passenger Agent	Smith Block
Buffalo	N. Y.	H. R. Mathewson, Gen'l Agent Pass'r Dept.	160 Pearl St.
Calgary	Alta.	J. E. Proctor, District Pass'r Agent	C. P. R. Station
Chicago	Ill.	T. J. Wall, Gen'l Agent Rail Traffic	71 E. Jackson Blvd.
Cincinnati	Ohio	M. E. Malone, Gen'l Agent Pass'r Dept.	430 Walnut St.
Clavland	Ohio	G. H. Griffin, Gen'l Agent Pass'r Dept.	1040 Prospect Ave.
Detroit	Mich.	G. G. McKay, Gen'l Agent Pass'r Dept.	1239 Griswold St.
Duluth	Minn.	David Bertie, Travelling Pass'r Agent	800 Line Depot
Edmonton	Alta.	C. S. Fyfe, City Ticket Agent	375 Building
Fort William	Ont.	A. J. Boreham, City Passenger Agent	404 Victoria Ave.
Gualph	Ont.	W. C. Tully, City Passenger Agent	30 Wyndham St.
Halifax	N. S.	J. D. Chipman, City Passenger Agent	117 Hollis St.
Hamilton	Ont.	A. Craig, City Passenger Agent	Cor. King and James St.
Honolulu	T. H.	Theo. H. Davies & Co.	
Juneau	Alaska	J. L. McClosky, Agent	
Kansas City	Mo.	R. G. Norris, City Pass'r Agent	601 Railway Exchange Bldg.
Ketchikan	Alaska	F. E. Ryus, Agent	
Kingston	Ont.	F. Conway, City Passenger Agent	180 Wellington St.
London	Ont.	H. J. McCallum, City Passenger Agent	417 Richmond St.
Los Angeles	Calif.	W. McIlroy, Gen'l Agent Pass'r Dept.	605 South Spring St.
Milwaukee	Wis.	F. T. Sansom, City Passenger Agent	68 Wisconsin St.
Minneapolis	Minn.	H. M. Tait, Gen'l Agent Pass'r Dept.	611 2d Ave. South
Montreal	Que.	R. G. Amiot, District Pass'r Agent	Windsor Station
Moosejaw	Sask.	F. C. Lydon, City Pass'r Agent	141 St. James St.
Nelson	Ont.	A. C. Harris, Ticket Agent	Canadian Pacific Station
New York	N. Y.	S. Carter, District Pass'r Agent	Baker & Ward St.
North Bay	Ont.	F. R. Perry, Gen'l Agent Rail Traffic	Madison Ave. at 44th St.
Ottawa	Ont.	L. O. Tremblay, District Pass'r Agent	87 Main Street W.
Peterboro	Ont.	J. A. McGill, Gen'l Agent Pass'r Dept.	83 Sparks St.
Philadelphia	Pa.	J. Skinner, City Passenger Agent	George St.
Pittsburgh	Pa.	R. C. Clayton, City Pass'r Agent	Locust St. at 15th
Portland	Ore.	R. Williams, Gen'l Agent Pass'r Dept.	340 Sixth Ave.
Prince Rupert	B. C.	W. H. Deacon, Gen'l Agent Pass'r Dept.	55 Third St.
Quabac	Que.	C. W. C. Orchard, General Agent	
Raglan	Sask.	C. A. Langevin, City Pass'r Agent	Palais Station
St. John	Sask.	G. D. Brophy, District Pass'r Agent	Canadian Pacific Station
St. Louis	Mo.	G. B. Burpee, District Pass'r Agent	40 King St.
St. Paul	Minn.	Geo. P. Carhey, Gen'l Agent Pass'r Dept.	420 Locust St.
San Francisco	Calif.	W. H. Lennon, Gen. Agt. Pass. Dept.	Soo Line Robert & Fourth St.
Saskatoon	Sask.	F. L. Nason, Gen'l Agent Pass'r Dept.	675 Market St.
Sault Ste. Marie	Ont.	W. E. Lovelock, City Pass'r Agent	115 Second Ave.
Seattle	Wash.	J. O. Johnston, City Pass'r Agent	529 Queen St.
Sherbrooke	Que.	E. L. Sheehan, Gen'l Agent Pass'r Dept.	608 Second Ave.
Skagway	Alaska	J. A. Mettler, City Pass'r Agent	74 Wellington St.
Spokane	Wash.	L. H. Johnston, Agent	
Tacoma	Wash.	E. L. Cardie, Traffic Mgr. Spokane International Ry.	
Toronto	Ont.	D. C. O'Keefe, City Passenger Agent	1113 Pacific Ave.
Vancouver	Ont.	Wm. Fulton, District Passenger Agent	Canadian Pacific Bldg.
Victoria	B. C.	F. H. Daly, City Passenger Agent	434 Hastings St. West
Washington	B. C.	L. D. Chesham, District Passenger Agent	1102 Government St.
Windsor	D. C.	C. E. Phelps, City Passenger Agent	1419 New York Ave.
Winnipeg	Ont.	W. C. Elmer, City Passenger Agent	34 Sandwich St. West
	Man.	J. W. Dawson, District Pass'r Agent	Main and Portage

EUROPE

Antwerp	Belgium	A. L. Rawlinson	25 Quai Jordans
Belfast	Ireland	Wm. McCalla	41-43 Victoria St.
Birmingham	Eng.	W. T. Treadaway	4 Victoria Square
Bristol	Eng.	A. S. Ray	18 St. Augustine's Parade
Brussels	Belgium	C. De Mey	98 Blvd. Adolphe-Max
Glasgow	Scotland	W. Stewart	25 Bothwell St.
Hamburg	Germany	J. H. Gardner	Gansemarkt 3
Liverpool	Eng.	R. E. Swain	Pier Head
London	Eng.	C. E. Jenkins	62-65 Charing Cross, S. W. 1
Manchester	Eng.	J. W. Main	103 Leadenhall St. E. C. 3
Paris	France	A. V. Clark	31 Mosley Street
Rotterdam	Holland	J. S. Springett	7 Rue Scribe
Southampton	Eng.	H. Taylor	Coolsingel No. 91
			7 Canute Road

ASIA

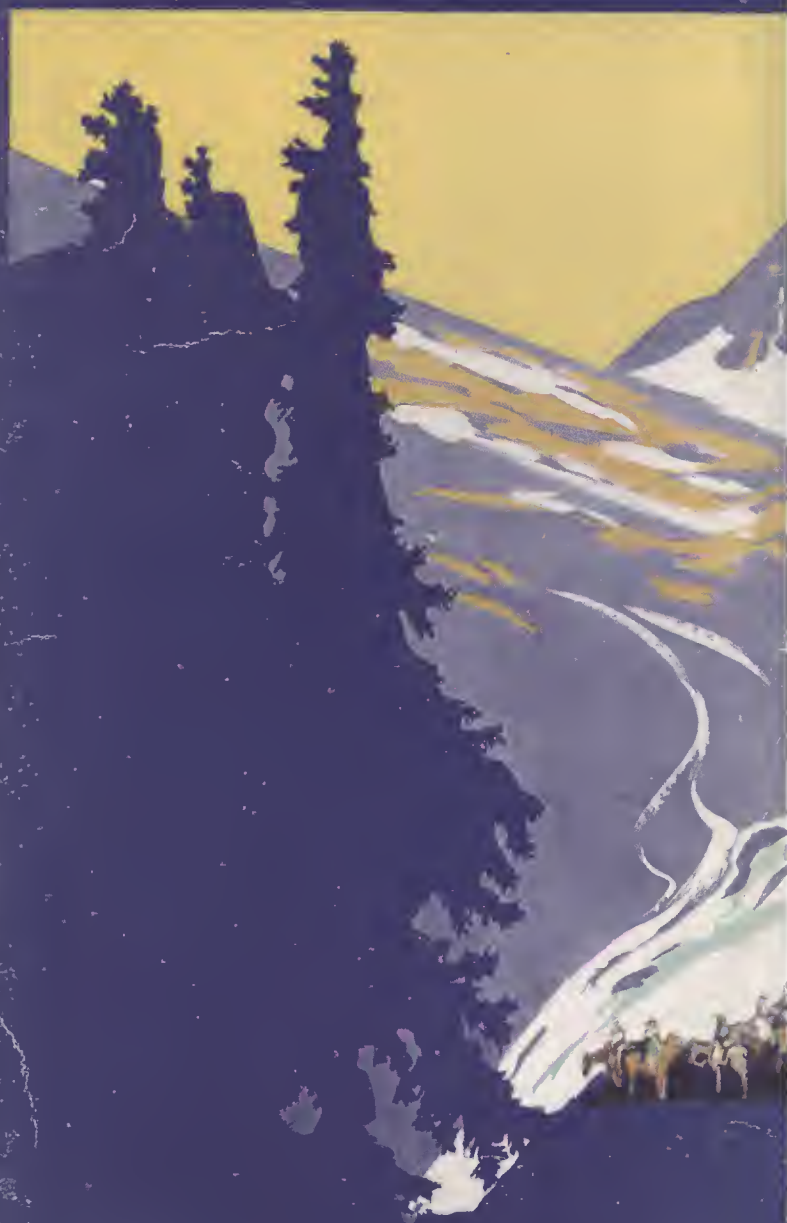
Hong Kong	China	T. R. Percy, Gen'l Agent Pass'r Dept.	Opposite Blake Pier
Kobe	Japan	A. M. Parker, Passenger Agent	1 Bund
Manila	P. I.	J. R. Shaw, Agent	14-16 Calle David, Roxas Bldg.
Shanghai	China	E. Stone, Gen'l Agent Pass'r Dept.	Palace Hotel Bldg.
Yokohama	Japan	G. E. Costello, Gen'l Agt. Pass'r Dept.	Ishikawa Gomet Bldg.

AUSTRALIA, NEW ZEALAND, ETC.

J. Slater, Australian and New Zealand Representative,
Union House, Sydney, N. S. W.

Adelaide	S. A.	Macdonald, Hamilton & Co.	
Auckland	N. Z.	Union S.S. Co. of New Zealand (Ltd.)	
Brisbane	Qd.	Macdonald, Hamilton & Co.	
Christchurch	N. Z.	Union S.S. Co. of New Zealand (Ltd.)	
Dunedin	N. Z.	Union S.S. Co. of New Zealand (Ltd.)	
Framantia	W. A.	Macdonald, Hamilton & Co.	
Hobart	Tas.	Union S.S. Co. of New Zealand (Ltd.)	
Leunceston	Tas.	Union S.S. Co. of New Zealand (Ltd.)	
Melbourne	Vic.	Union S.S. Co. of New Zealand (Ltd.)	Thos. Cook & Son
Perth	W. A.	Macdonald Hamilton & Co.	
Suva	Fiji	Union S.S. Co. of New Zealand (Ltd.)	
Sydney	N. S. W.	Union S.S. Co. of New Zealand (Ltd.)	
Wellington	N. Z.	Union S.S. Co. of New Zealand (Ltd.)	

EASTERN TOURS THROUGH THE **CANADIAN PACIFIC ROCKIES**



CANADIAN PACIFIC RAILWAY